

TECHNICAL REPORT

May 2004

**IMaGE (Integrated Mini-Grant
Enforcement Program) Projects in
Illinois in 2003**

Compiled and Prepared by

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The Evaluation Unit within the Division of Traffic Safety in the Illinois Department of Transportation focuses on evaluation and monitoring of various highway safety programs in Illinois. The research and evaluation issues include costs and benefits of child seats, safety belts and motorcycle helmets in the real world of crashes, evaluation of highway safety projects and programs, such as Traffic Law Enforcement Program (TLEP), Local Alcohol Program (LAP), IMaGE projects, high accident locations project, and health care costs and utilization of motor vehicle crash victims.

During FY 2003, the Division of Traffic Safety funded 29 Integrated Mini Grant Enforcement (IMaGE) projects in Illinois. An IMaGE grantee is usually a local police agency with adequate number of police officers who are familiar with traffic safety related issues. The main goal of the IMaGE program is to promote safety belt and child safety seat use by focussing on occupant protection and speed violations at selected locations and selected time slots. The enforcement activities were scheduled five times a year (two-week period per campaign).

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Executive Summary of IMaGE Program

During FY 2003, the Division of Traffic Safety funded 29 Integrated Mini Grant Enforcement (IMaGE) projects in Illinois. An IMaGE grantee is usually a local police agency with adequate number of police officers who are familiar with traffic safety related issues. The main goal of the IMaGE program is to promote safety belt and child safety seat use by focussing on occupant protection and speed violations at selected locations and selected time slots. The enforcement activities were scheduled five times a year (two-week period per campaign).

Data and information on these 29 projects are provided in **Table 1**. **Table 1** shows total traffic enforcement data by five campaigns. In addition, summary statistics, such as average campaign patrol hours, motorist contact rate, percent occupant protection violations, percent speed violations, DUI rate and alcohol-related contact rate are reported in this table.

Based on the data and information provided by the IMaGE grantees, the following results were obtained:

1. Selected police departments had a total of 14,850 patrol hours, an average of 2,970 hours per campaign (14,850 divided by 5 campaigns).
2. A total of 135 out of 140 campaigns were conducted. Rock Falls Police Department and Cicero Police Department each missed one campaign and Palmyra Police Department missed three campaigns due to lack of manpower.
3. A total of 22,350 vehicles were stopped during these campaigns with a vehicle contact rate of one for every 39.9 minutes.
4. A total of 22,510 citations and written warnings were issued (one for every 39.6 minutes).
5. There were 4,683 speeding citations issued during the five enforcement periods. Over 20 percent of the total citations and written warnings were issued for speed violations.
6. There were 8,726 safety belt citations and 1,366 safety belt written warnings issued over the same period.
7. A total of 360 child safety seat citations and 59 child safety seat written warnings were issued.

8. The average safety belt usage rate among 29 projects increased by 10.5 percentage points from 66.5 percent before these projects started to 77.0 percent after these projects were completed.
9. A total of 256 alcohol-related citations were issued during the 135 enforcement campaigns. It should be noted that no specific alcohol-related objectives were set for the IMaGE projects since alcohol-related violations were a secondary emphasis for the IMaGE projects.
10. Finally, this report provides a trend analysis for IMaGE projects with multiple years of funding conducted between 2001 and 2003. Projects with only one year of funding were excluded from this analysis. A detailed analysis of the projects with multiple years of funding appears on Page 23 entitled "Trend Analysis of Selected IMaGE Projects (2001-2003)."

Table 1

TOTALS for FY 03
Image "Overtime" Enforcement

Type of Citation	Campaign #1			Campaign #2			Campaign #3			Campaign #4			Campaign #5			Total
Speeding		1128			1102			911			932			610		4683
Other Moving Viol.		1390			1193			1295			1109			998		5985
DUI		29			12			24			23			18		106
Alcohol Related		58			16			31			21			24		150
Safety Belt		1503			1712			1648			1368			2495		8726
Child Restraint		72			61			83			78			66		360
Drugs		13			4			18			16			18		69
Weapons		9			1			0			0			3		13
Stolen Vehicles		0			1			2			0			1		4
Outstand Warrants		51			56			47			49			71		274
Suspended License		140			138			136			136			152		702
Sworn Reports		4			1			4			4			0		13
Safety Belt W/Warn.		137			192			248			299			490		1366
Child Rest. W/Warn		11			9			17			22			0		59
Vehicles Stopped		4370			4624			4213			4002			5141		22350
Vehicle Contact Rate	42.0			38.7			42.6			41.0			36.0			39.9
Average B.A.C.'s																0.00
Image Totals	4545			4498			4464			4057			4946			22510

Regular Non-Overtime Patrol

Type of Citation	Campaign #1			Campaign #2			Campaign #3			Campaign #4			Campaign #5			Total
Speeding		912			1045			955			800			831		4543
Other Moving Viol.		1455			1776			1751			1762			1778		8522
DUI		72			92			115			93			75		447
Alcohol Related		66			49			74			84			55		328
Safety Belt		148			230			295			251			408		1332
Child Restraint		22			50			42			40			34		188
Safety Belt W/Warn.		12			28			18			65			23		146
Child Rest. W/Warn.		4			1			2			1			2		10
Regular Enf. Total	2691			3271			3252			3096			3206			15516

IMAGE SUMMARY DATA

	Campaign #1			Campaign #2			Campaign #3			Campaign #4			Campaign #5			Total
Total Patrol Hours		3061.5			2979.05			2990.75			2732.25			3086.85		14850.4
Total P.I. & E.'s		509			517			505			512			399		2442
Pre Survey %	33247	49978	66.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	66.5
Post Survey %	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	37248	48359	77.0	77.0
Safety Belt % Change																10.5

Average Campaign Patrol Hours	2970.1	hours
Motorist Contact Rate (citations/written warnings)	39.6	minutes
Occupant Protection Violation Percentage	46.7	%
Speed Violation Percentage	20.8	%
DUI Rate	140.1	hours
Alcohol/Drug-Related Contact Rate	43.9	hours

Evaluation of the Integrated Mini Grant Enforcement Program (IMaGE)

In Illinois, during 2002, 1,420 persons were killed in fatal crashes (Fatal Analysis Reporting System, 2002) and approximately 127,719 persons were injured in motor vehicle crashes (Statewide Summary of Motor Vehicle Crash Statistics, 2002). The cost per death in Illinois for 2002 was \$1,090,000 and the cost per nonfatal disabling injury was \$52,100 (National Safety Council, 2002)

Previous studies have shown that changing public attitudes regarding risk-taking behaviors such as speeding, impaired driving, and not using safety belts and child safety seats will save lives. It has also been shown that visible enforcement programs focusing on these violations offer the greatest potential for changing these behaviors. To change public attitudes regarding these behaviors, the Division of Traffic Safety (DTS) has developed the IMaGE program. The IMaGE program provides overtime enforcement officers to enforce speed, impaired driving, and occupant protection violations during five specified enforcement periods throughout the state. These enforcement periods are scheduled around holidays when the highways are the busiest. All agencies participating in the program conduct enforcement within the same two-week period (see Appendix A) to ensure high visibility of enforcement statewide.

The Specific Goals of the IMaGE Program are:

1. Achieve higher use of safety belts and child safety seats.
2. Increase enforcement of occupant restraint, impaired driving and speed laws.
3. Reduce the number of motor vehicle related fatalities and injuries.

In FY03 the Division of Traffic Safety's Local Projects Section funded 29 IMaGE projects throughout the state. Funding for the IMaGE program, which is administered by DTS, is provided by the National Highway Traffic Safety Administration (NHTSA). Although a total of \$795,051.00 was obligated to fund the 29 IMaGE projects, actual program cost for fiscal year 2003 was \$628,906. The average cost of one hour of patrol within an IMaGE project was \$42.35 (\$628,906 divided by 14,850 patrol hours), while the average cost of a citation/written warning was \$27.94 (\$628,906 divided by 22,510 citations/written warnings) during FY03.

The evaluation of the IMaGE program was based on the enforcement data submitted to the Division by the 29 local agencies. Out of 29 projects, 16 met all of their objectives stated in the approved projects. A graphic distribution of all 29 projects is displayed in Illinois map (see Appendix B).

General Objectives of IMaGE Projects

1. X number of patrol hours per enforcement campaign
2. A minimum of one (1) motorist contact (written warnings and citations) for every 60 minutes of patrol.
3. Thirty percent of contacts must be for occupant protection violations.
4. No more than 50 percent of contacts should be for speeding.
5. Conduct pre and post safety belt surveys.

The above objectives vary from location to location. The patrol hours and contact rates are determined by the population size of a location, the higher the population in a location, the higher the number of patrol hours and contact rates for that location. Location-specific historical data within specific population groups were used to produce selected traffic safety indicators listed in objectives 1 through 4.

Table A depicts selected IMaGE grant categories based on population size and their specific objectives.

Table A: Selected Objectives by Selected Population Categories

Categories based on population (1)	Patrol hours (2)	Contact rate (3)	Occupant protection (4)	Speed (5)	Safety belt surveys (6)
Under 2500	60-70 per campaign (350 annually)	One (1) contact for every 60 patrol minutes	Thirty (30) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at two (2) sites
2501-10,000	85-95 per campaign (474 annually)	One (1) contact for every 60 patrol minutes	Thirty-six (36) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at four (4) sites
10,001-25,000	95-105 per campaign (525 annually)	One (1) contact for every 60 patrol minutes	Thirty-two (32) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at six (6) sites
25,001-50,000	125-135 per campaign (675 annually)	One (1) contact for every 60 patrol minutes	Thirty-three (33) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at eight (8) sites
Over 50,000	135-145 per campaign (725 annually)	One (1) contact for every 60 patrol minutes	Thirty (30) percent of contacts for occupant protection	No more than 50 percent of citations for speed	Conduct pre and post surveys at ten (10) sites

Column 1: Selected population categories

Column 2: Total number of hours assigned to each population category

Column 3: The number of traffic stops every X minutes of patrol

Column 4: The assigned percentage of occupant protection citations

Column 5: No more than 50 percent of citations for speeding

Column 6: The number of pre and post safety belt survey sites

Category 1: Population under 2500

List of Agencies (3 Agencies)

- 1) East Hazel Crest Police Department
- 2) Richmond Police Department
- 3) Roxana Police Department

Objective 1: Conduct 60-70 patrol hours per enforcement campaign (300-350 hours annually).

Accomplishments:

Three police departments met this objective. The average hours of patrol per campaign for Roxana, Richmond and East Hazel Crest was 66.8, 67.4 and 70.0 respectively.

Objective 2: Have a motorist contact rate of one for every 60 minutes of patrol.

Accomplishments:

East Hazel Crest, Richmond and Roxana Police Departments met this objective. East Hazel Crest had a motorist contact every 50.6 minutes of patrol. Richmond had a motorist contact every 54.8 minutes and Roxana had a motorist contact every 45.1 minutes of patrol.

Objective 3: 30 percent of all contacts must be for occupant protection.

Accomplishments:

Three projects in this category met the objective. Roxana issued 30.9% of all citations for occupant restraint violations. Richmond issued 34.7% and East Hazel Crest issued 43.4% of all citations for occupant restraint violations.

Objective 4: Speeding contacts must be less than 50 percent.

Accomplishments:

Again three departments met this objective. East Hazel Crest issued 8%, Roxana issued 28% and Richmond issued 36.6% of all citations for speed violations.

Objective 5: Agency must conduct pre and post safety belt surveys.

Accomplishments:

East Hazel Crest Police Department, Richmond Police Department and Roxana Police Department conducted pre and post seat belt surveys. East Hazel Crest had an increase in seat belt usage of 2.8%, (from 78.5% to 81.3%). Richmond had an increase of 9.9%, (from 73.4% to 83.3%) and Roxana had a decrease in seat belt use of 9.8%, (from 73.0% to 63.2%).

Category Results:

East Hazel Crest Police Department , Richmond Police Department and Roxana Police Department did an excellent job in the IMaGE program in FY03. All objectives were met. The three departments had a range of 30.9% to 43.4% of total citations issued for occupant restraint violations.

Table 2 provides data and information pertaining to **Category 1** projects.

Table 2

Category 1: Population Under 2,500

	1	1	2	3		4	5		6	7		8	9		10	11	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 60 - 70 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 60 Minutes of Patrol		Occupant Protection Violation Percentage	CRITERIA: 30% of Contacts for Occupant Protection		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA: Conduct Seat Belt Surveys	
				Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
East Hazel Crest	350.0	5	70.0	X		50.6	X		43.4%	X		8.0%	X		2.8%	X	
Richmond	337.0	5	67.4	X		54.8	X		34.7%	X		36.6%	X		9.9%	X	
Roxana	334.0	5	66.8	X		45.1	X		30.9%	X		28.8%	X		-9.8%	X	

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage = ((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage =(Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

Category 2: Population 2,501- 10,000

List of Agencies (6 Agencies)

- | | |
|----------------------------------|---------------------------------|
| 1) Harvard Police Department | 2) Johnsbury Police Department |
| 3) Murphysboro Police Department | 4) Rock Falls Police Department |
| 5) Thornton Police Department | 6) Virden Police Department |

Objective 1: Conduct 85-95 patrol hours per enforcement campaign (425-475 hours annually).

Accomplishments:

Five of the six departments met this objective. Harvard Police Department did not meet the objective, but came close averaging 72.4 hours of patrol per campaign. The other five departments had a range of 87.3 to 95.5 hours of patrol per enforcement campaign.

Objective 2: Have a motorist contact rate of one for every 45-60 minutes of patrol.

Accomplishments:

Rock Falls Police Department and Murphysboro Police Department had the best motorist contact rate in the category. They had a motorist contact for every 44.3 and 44.8 minutes of patrol respectively. Two other agencies met the objective having motorist contact rates of 49.5 (Harvard Police Department) and 54.1 (Thornton Police Department) minutes of patrol. Virden Police Department failed to meet this objective by having a motorist contact rate of one for every 114.5 minutes of patrol.

Objective 3: Thirty six percent of all contacts must be for occupant protection.

Accomplishments:

Three out of six departments were able to meet this objective. The Harvard Police Department wrote 51.7% of their citations for occupant restraint violations. Johnsbury Police Department and Thornton Police Department wrote 49.2% and 49.6% of their citations for occupant restraint violations. The departments in category 2 had a range of 18.1% to 51.7% of all citations for occupant restraint violations.

Objective 4: Speeding contacts must be less than 50 percent.

Accomplishments:

This objective was accomplished by all six grantees. The six departments that met this objective had a range of 8.2% to 29.5% of all citations/written warnings for speeding.

Objective 5: Agency must conduct pre and post safety belt surveys.

Accomplishments:

Six police departments in this category conducted pre seat belt surveys. Only three out of six conducted post seat belt surveys. The results of the three that conducted both pre and post surveys showed an increase of seat belt use in two of the three communities. The largest increase was in Johnsbury with a 28.2% increase while Thornton had a 5.1% increase.

Category Results

Overall one out of six police departments met all five objectives. That department was Thornton. The category as a whole had an increase of 8 percent in seat belt use, going from 61.2 percent to 69.2 percent. The six departments in this category wrote a total of 518 speeding, 27 DUI, 926 seat belt and 66 child restraint citations. There were also 288 seat belt and 37 child restraint written warnings issued during the five campaigns.

Table 3 provides data and information pertaining to **Category 2**.

Table 3

Category 2: Population 2,501 - 10,000

	1	1	2	3		4	5		6	7		8	9		10	11	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 85-95 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 45-60 Minutes of Patrol		Occupant Protection Violation Percentage	CRITERIA: 36% of Contacts for Occupant Protection		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA: Conduct Seat Belt Surveys	
				Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Harvard	361.9	5	72.4		X	49.5	X		51.7%	X		11.4%	X		-7.5%	X	
Johnsburg	477.3	5	95.5	X		79.1		X	49.7%	X		15.7%	X		28.2%	X	
Murphysboro	436.5	5	87.3	X		44.8	X		30.8%		X	29.5%	X		N/A		X
Rock Falls	359.3	4	89.8	X		44.3	X		20.7%		X	26.3%	X		N/A		X
Thornton	474.5	5	94.9	X		54.1	X		49.6%	X		8.2%	X		5.1%	X	
Virden	454.0	5	90.8	X		114.5		X	18.1%		X	24.4%	X		N/A		X

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage = ((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage =(Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

Category 3: Population 10,001- 25,000

List of Agencies (9 Agencies)

- | | |
|--|-----------------------------------|
| 1) Centralia Police Department | 2) East Peoria Police Department |
| 3) Lake in the Hills Police Department | 4) Lemont Police Department |
| 5) Lincoln Police Department | 6) Oswego Police Department |
| 7) Rolling Meadows Police Department | 8) West Chicago Police Department |
| 9) Winnetka Police Department | |

Objective 1: Conduct 95-105 patrol hours per enforcement campaign
(475-525 hours annually)

Accomplishments:

Eight out of nine police departments in **Category 3** met this objective. The category had a range of 93.7 hours of patrol per campaign (Winnetka Police Department) to 115.9 hours of patrol per enforcement campaign (Lemont Police Department).

Objective 2: Have a motorist contact rate of one for every 45-60 minutes of patrol.

Accomplishments:

Rolling Meadows Police Department had the best motorist contact rate in the category with a motorist contact for every 27.0 minutes of patrol. Seven other police departments (Centralia, East Peoria, Lake in the Hills, Lincoln, Oswego, West Chicago and Winnetka) also met this objective. Lemont Police Department marginally met the objective (62.2 minutes of patrol per motorist contact).

Objective 3: Thirty two percent of all contacts must be for occupant protection.

Accomplishments:

Eight of the nine police departments wrote more than 32% of all citations for occupant restraint violations. Lemont Police Department failed to meet this objective.

Objective 4: Speeding contacts must be less than fifty percent.

Accomplishments:

This objective was met by eight of the nine police departments in **Category 3**. The percent of speed violations in this category ranged from 8.2 in Rolling Meadows Department to 57.6 percent in Lemont Police Department.

Objective 5: Agency must conduct pre and post safety belt surveys.

Accomplishments:

All projects except one submitted pre and post safety belt survey data. Safety belt usage rate within the category ranged from an increase of 21.1% in Winnetka to a decrease of 1.0% in West Chicago.

Category Results

This category had seven projects that met all five objectives. Those projects were Centralia, East Peoria, Lake in the Hills, Lincoln, Oswego, Rolling Meadows and West Chicago Police Departments. The category had an increase of 10.3% in seat belt usage rate from 67.8% to 78.1%. The police departments issued 1,183 speeding, 23 DUI, 2,961 seat belt and 95 child restraint violations during the five enforcement campaigns. In addition, 278 seat belt written warnings and 5 child-safety restraint written warnings were issued.

Table 4 provides data and information pertaining to **Category 3**.

Table 4

Category 3: Population 10,001 - 25,000

	1	1	2	3		4	5		6	7		8	9		10	11	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 95-105 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 45-60 Minutes of Patrol		Occupant Protection Violation Percentage	CRITERIA: 32% of Contacts for Occupant Protection		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA: Conduct Seat Belt Surveys	
				Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?				
				Yes	No		Yes	No		Yes	No		Yes	No			
				Yes	No		Yes	No		Yes	No		Yes	No			
Centralia	486.0	5	97.2	X		57.9	X		45.4%	X		14.7%	X		16.1%	X	
East Peoria	513.0	5	102.6	X		40.4	X		62.7%	X		10.9%	X		1.1%	X	
Lake in the Hills	499.5	5	99.9	X		43.0	X		71.6%	X		14.9%	X		14.9%	X	
Lemont	579.5	5	115.9	X		62.2		X	23.6%		X	57.6%		X	9.0%	X	
Lincoln	530.0	5	106.0	X		47.3	X		66.7%	X		12.8%	X		8.4%	X	
Oswego	516.5	5	103.3	X		41.6	X		35.2%	X		23.5%	X		N/A		X
Rolling Meadows	506.8	5	101.4	X		27.0	X		39.6%	X		8.2%	X		0.7%	X	
West Chicago	482.0	5	96.4	X		28.4	X		35.4%	X		15.2%	X		-1.0%	X	
Winnetka	468.5	5	93.7		X	50.8	X		36.5%	X		16.6%	X		21.1%	X	

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage =((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage =(Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

Category 4: Population 25,001- 50,000

List of Agencies (6 Agencies)

- | | |
|-----------------------------------|---------------------------------|
| 1) Addison Police Department | 2) Belleville Police Department |
| 3) Calumet City Police Department | 4) Freeport Police Department |
| 5) Maywood Police Department | 6) Northbrook Police Department |

Objective 1: Conduct 125-135 patrol hours per enforcement campaign (625-675 hours annually).

Accomplishments:

Four of the six projects in the category met this objective. The other two marginally met the objective with 121.8 and 122.4 hours of patrol per campaign.

Objective 2: Have a motorist contact rate of one for every 45-60 minutes of patrol.

Accomplishments:

All six projects met this objective. Belleville Police Department had the best contact rate in this category with a rate of one contact for every 20.0 minutes of patrol. The category had a range of one contact for every 20.0 minutes of patrol to one contact for every 55.3 minutes of patrol.

Objective 3: Thirty three percent of all contacts must be for occupant protection.

Accomplishments:

Four of the six police departments met the objective of 33% or more of citations for occupant restraint violations. Freeport and Maywood wrote 58.7% and 57.5% of their citations for occupant restraint violations respectively.

Objective 4: Speeding contacts must be less than fifty percent.

Accomplishments:

Every police department was able to write less than 50% of all citations/written warnings for speeding. The category had a range of 14.9% to 30.2% citations/written warnings for speeding violations.

Objective 5: Agency must conduct pre and post safety belt surveys.

Accomplishments:

Five of the six projects completed and submitted pre and post seat belt surveys. The projects in this category had an increase in seat belt usage rates from 69.7% to 81.3% during the project year, an 11.6 percentage points increase.

Category Results:

Four projects met all five objectives. Those projects were the Belleville, Freeport, Maywood, and Northbrook Police Departments. There was an increase of 11.6% in seat belt usage rates among the seven communities. The seven police departments issued 1,420 speeding, 19 DUI, 2,761 seat belt and 77 child restraint violations during the five enforcement campaigns. There were an additional 398 seat belt and 8 child restraint written warnings issued.

Table 5 provides data and information pertaining to **Category 4** projects.

Table 5

Category 4: Population 25,001 - 50,000

	1	1	2	3		4	5		6	7		8	9		10	11	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 125-135 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 60 Minutes of Patrol		Occupant Protection Violation Percentage	CRITERIA: 33% of Contacts for Occupant Protection		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA: Conduct Seat Belt Surveys	
				Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Addison	609.0	5	121.8		X	42.8	X		30.9%		X	16.9%	X		N/A		
Belleville	732.5	5	146.5	X		20.0	X		48.1%	X		18.9%	X		2.4%		
Freeport	667.5	5	133.5	X		51.5	X		58.7%	X		29.9%	X		14.7%		
Maywood	694.5	5	138.9	X		50.0	X		57.5%	X		14.9%	X		23.5%		
Northbrook	676.0	5	135.2	X		55.3	X		37.8%	X		16.6%	X		10.2%		
Calumet City	612.0	5	122.4		X	28.8	X		24.0%		X	30.2%	X		-7.3%		

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage = ((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage =(Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

Category 5: Population 50,000 and up

List of Agencies (4 Agencies)

- | | |
|-----------------------------------|--------------------------------------|
| 1) Cicero Police Department | 2) Macon County Sheriff's Department |
| 3) Madison County Sheriff's Dept. | 4) Skokie Police Department |

Objective 1: Conduct 135-145 patrol hours per enforcement campaign (675-725 hours annually).

Accomplishments:

Two of the four departments in this category were able to meet the objective of at least 135 hours of patrol per enforcement campaign. Madison County marginally met the objective with 132.1 patrol hours per campaign.

Objective 2: Have a motorist contact rate of one for every 45-60 minutes of patrol.

Accomplishments:

Three police departments in the category were able to maintain a motorist contact rate of one contact for every 60 minutes of patrol. The category had a range of one contact for every 19.6 minutes of patrol to one contact for every 62.4 minutes of patrol.

Objective 3: Thirty percent of all contacts must be for occupant protection.

Accomplishments:

Cicero was the only department to meet this objective. They wrote 47.9% of their citations for occupant restraint violations. The category had a range of 22.3% to the 47.9% of citations for occupant restraint violations.

Objective 4: Speeding contacts must be less than fifty percent.

Accomplishments:

All four projects wrote less than fifty percent of their total citations/written warnings for speeding violations.

Objective 5: Agency must conduct pre and post safety belt surveys.

Accomplishments:

All four projects conducted and submitted pre and post safety belt surveys. The highest increase of seat belt usage rates in the category was 14.4% by Cicero.

Category Results:

There was a 10.1% increase in seat belt usage rates in the communities within the category. The four police departments issued 1,274 speeding, 22 DUI, 1,659 seat belt and 94 child restraint violations during the five enforcement campaigns. There were additional 398 seat belt and 7 child restraint written warnings.

Table 6 provides data and information pertaining to **Category 5** projects.

Table 6

Category 5: Population 50,001 and Over

	1	1	2	3		4	5		6	7		8	9		10	11	
	CRITERIA: Total Campaign Patrol Hours To Date	Number of Campaigns Entered	Average Campaign Patrol Hours	CRITERIA: 135-145 Patrol Hours Per Campaign		Motorist Contact Rate (In Minutes)	CRITERIA: 1 Motorist Contact for each 45-60 Minutes of Patrol		Occupant Protection Violation Percentage	CRITERIA: 30% of Contacts for Occupant Protection		Speed Violation Percentage	CRITERIA: Less Than 50% of Contacts for Speeding		Safety Belt Percent Change Between Pre & Post Survey	CRITERIA: Conduct Seat Belt Surveys	
				Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?			Criteria Met?	
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
				Yes	No		Yes	No		Yes	No		Yes	No		Yes	No
Cicero	579.0	4	144.8	X		15.7	X		47.9%	X		16.4%	X		14.4	X	
Macon Co.	579.0	5	115.8		X	62.4		X	22.4%		X	27.5%	X		3.7	X	
Madison Co.	660.3	5	132.1		X	43.5	X		22.3%		X	33.8%	X		11.2	X	
Skokie	725.0	5	145.0	X		19.6	X		28.6%		X	24.5%	X		8.6	X	

Columns 1, 3, 5, 7, 9, and 11 are self explanatory

Column 2 = Average Campaign Patrol Hours (# Patrol Hours / # Campaigns to Date)

Column 4 = Motorist Contact Rate = (Total Campaign Hours / # Citations & Written Warnings) * 60

Column 6 = Occupant Protection Violation Percentage = ((Seat Belt Violation+Seat Belt Warnings+Child Restraint Violations+Child Restraint Warnings)/ Total Number Citations Written)*100

Column 8 = Speed Violation Percentage = (Number of Speeding Citations / Total Number of Citations) * 100

Column 10= Change in safety belt use percentage within agency jurisdiction. N/A means agency didn't conduct post survey.

TREND ANALYSIS of SELECTED IMaGE PROJECTS (2001-2003)

Table 7 table provides a trend analysis for IMaGE projects with multiple years of funding conducted from 2001 to 2003. IMaGE projects with only one year of funding were excluded from this analysis.

Column 1 shows the IMaGE projects by the selected population categories (2,500 and under; 2,501 to 10,000; 10,001 to 25,000; 25,001 to 50,000; and 50,001 and above). Columns 2 shows the years of project data; column 3 depicts the year the project started; and column 4 includes the total campaigns conducted during this time.

Columns 5 through 8 show the objectives of each project. Under each of these column headings are the accomplishments for each project in the first year of funding, accomplishments in the last year of funding, and the percent/percentage point change from the first year of funding. Column 5 shows the average campaign hours conducted during each campaign. Column 6 shows the actual for motorist contact rate. Projects were required to issue one citation or written warning every 60 minutes of patrol. There was one exception: the projects with populations of 2,500 and under were required to make one contact every 120 minutes of patrol in 2001. Column 7 shows the actual percentage of occupant restraint violations. Projects were required to issue 30 percent of their citations/written warnings for occupant restraint violations. Column 8 shows the actual percentage speeding violation. Projects were required to issue less than 50 percent of their citations/written warnings for speeding violations.

Each population category was further divided into three groups: 1) projects with two years of funding that started in 2001, 2) projects with two years of funding that started in 2002, and 3) projects with three years of funding that started in 2001.

2,500 AND UNDER POPULATION CATEGORY

The towns of East Hazel Crest and Richmond were the only places included in this population category. Both projects started in 2001 and encompassed 3 years of project data with 15 campaigns being conducted during this time.

Average Campaign Patrol Hours

Overall, these two projects averaged 70.5 patrol hours per campaign in their first year of funding, while the average hours per campaign slightly decreased to 68.7 hours during the last year of funding. This resulted in a 2.6 percent decrease in patrol hours conducted. Although neither of these projects had a significant change in the amount of patrol hours they conducted during each campaign,

East Hazel Crest slightly increased the patrol hours, while Richmond had a slight decrease in the patrol hours conducted during each campaign.

Motorist Contact Rate

An average of one citation/written warning was issued every 66.2 minutes of patrol in the first year of funding, while one citation/written warning was issued every 52.7 minutes of patrol in the final year of funding (a decrease of more than 20 percent). Specifically, East Hazel Crest's motorist contact rate slipped from the first year to the final year, but it still met the contact rate objective. On the other hand, Richmond had a very low motorist contact rate in the first year of funding and greatly improved their contact rate by almost 40 minutes.

Occupant Protection Violation Percentage

Occupant restraint violations accounted for 27.4 percent of all citations/written warnings issued in the first year of funding. This rose by more than 11 percentage points in the final year of funding to 39.1 percent. East Hazel Crest increased the percentage of citations/written warnings issued for occupant restraint violations during the course of project funding by 9.6 percentage points (from 33.8 percent in the first year of funding to 43.4 percent in the final year of funding). Although Richmond only issued 21 percent of all citations/written warnings for occupant restraint violations in the first year of funding, there was an increased effort to pursue these violations in the final year of funding with more than 34 percent being issued for occupant restraint violations.

Speeding Violations Percentage

Both projects issued 23.6 percent of all citations/written warnings for speeding violations in the first year of funding. There was a slight decrease in the percent of speeding violations issued in the final year of funding to 22.3 percent. Richmond maintained a speeding violations percentage of more than 36 percent throughout the course of their project. On the other hand, East Hazel Crest issued less than 11.0 percent of all citations and written warnings for speeding violations during its years of funding.

2,501 TO 10,000 POPULATION CATEGORY

There were nine projects in this category; five of these projects started in 2001 and only had two years of project data; two started in 2002 and had two years of project data; and two projects started in 2001 and had three years of project data. Each of these projects conducted the maximum of five campaigns per year with the exception of Rock Falls which averaged only four campaigns per year.

Average Campaign Patrol Hours

The campaign hours conducted by these nine projects in their first year of funding resulted in an average of 90.1 patrol hours conducted per campaign. There was relatively little change to the final year of funding with an average of 90.4 patrol hours conducted per campaign. During the first year of funding, the average campaign hours conducted ranged from a low of 84.9 patrol hours per campaign (Harvard) to a high of 94.9 patrol hours per campaign (Sullivan). During the final year of funding, with the exception of Harvard (an average of 72.4 patrol hours were conducted per campaign), the average patrol hours increased slightly from a low of 87.3 patrol hours per campaign (Murphysboro) to a high of 97.2 patrol hours per campaign (Bartonville).

Motorist Contact Rate

A motorist contact rate of one citation/written warning was issued every 64.6 minutes of patrol in the first year of funding. This slightly improved to one citation/written warning issued every 57.7 minutes of patrol in the final year of funding (for a decrease of 10.8 percent). The projects conducted in Putnam County and Johnsbury skewed this data. After excluding these projects, the average contact rate falls to one citation/written warning issued every 52.4 minutes of patrol in the first year of funding to one citation/written warning issued every 51.3 minutes of patrol in the final year of funding.

There were five projects (Bartonville, Olympia Fields, Sullivan, Murphysboro, and Rock Falls) which met and maintained a high motorist contact rate during project funding. Of these projects, only Murphysboro and Sullivan improved their contact rate from the first year of funding to the final year of funding. Although the three other projects (Bartonville, Olympia Fields, and Rock Falls) met this objective throughout the course years of funding, these projects failed to improve their contact rates in the final year of funding.

There was one project (Harvard) which failed to meet the motorist contact rate in the first year of funding by issuing a citation/written warning every 77.1 minutes of patrol, but met the objective in the final year of funding by issuing one citation/written warning every 49.5 minutes of patrol.

Three projects (Lawrenceville, Putnam County, and Johnsbury) failed to come close to meeting the motorist contact rate objective. Although each of these projects made improvements in the contact rate in the final year of funding, this improvement did not help them meet the objective.

Occupant Violation Percentage

The percentage of citations/written warnings issued for occupant restraint violations in the first year of funding was 40 percent and slightly decreased by 0.6 percentage points in the final year of funding to 39.4 percent. All of the projects,

except Bartonville and Harvard, issued more than 30 percent of their citations/written warnings for occupant restraint violations with Sullivan issuing a high of 70.0 percent for occupant restraint violations.

Although Harvard failed to meet this objective in the first year of funding (20.3 percent issued for occupant restraint violations), it improved greatly in the final year of funding by issuing more than 51.7 percent issued for occupant restraint violations). Bartonville made improvements during the course of funding (from 17.6 percent in the first year of funding to 27.8 percent in the final year of funding), but it failed to meet the required 30 percent objective.

Speeding Violations Percentage

Speeding violations accounted for 25.9 percent of all citation/written warnings issued in the first year of funding. This decreased by 2.3 percentage points in the final year of funding to 23.7 percent. All of the projects issued under 50 percent of all citations/written warnings for speeding violations, except Bartonville. The projects which met the speeding violations objective issued a low of 10.1 percent (Lawrenceville) to a high of 38.3 percent (Putnam County). On the other hand, Bartonville issued more than 67.0 percent of all citations/written warnings for speeding violations in its first year of funding and slightly improved this percentage to 55.4 in the final year of funding.

10,001 TO 25,000 POPULATION CATEGORY

Of the twelve projects in this category, four started in 2001 and had two years of data; five started in 2002 and had two years of data; while three started in 2001 and had three years of data. All of the projects conducted the maximum number of campaigns with the exception of Rolling Meadows which conducted 14 out of a maximum 15 campaigns during the three-year period.

Average Campaign Patrol Hours

An average of 103.9 patrol hours were conducted per campaign during the first year of funding for this category. There was small change in the final year of funding with an average of 103.4 hours being conducted per campaign (a decrease of 0.6 percent).

During the first year of funding, all of the projects, with the exception of West Chicago, conducted a low of 99.5 patrol hours per campaign (Winnetka) to a high of 130.2 patrol hours per campaign (Rolling Meadows). Most of the patrol hours slightly decreased during the final year of funding from a low of 93.7 patrol hours per campaign (Winnetka) to a high of 115.9 patrol hours per campaign (Lemont). West Chicago did make a significant improvement by increasing the average patrol hours conducted per campaign (from an average of 62.9 patrol hours per

campaign in the first year of funding to 96.4 patrol hours per campaign in the final year of funding).

Motorist Contact Rate

During the first year of funding, overall one citation/written warning was issued every 51.3 minutes of patrol and slightly improved to one contact being made every 46.3 minutes of patrol in the final year of funding (a decrease of 9.8 percent).

All of the projects, except three, met the motorist contact rate objective. In the first year of funding, the projects which met this objective ranged from a high of one citation/written warning issued for every 28.5 minutes of patrol (Rolling Meadows) to a low of one citation/written warning issued for every 51.1 minutes of patrol (Centralia). During the final year of funding, a high of one citation/written warning was issued every 27.0 minutes of patrol (Rolling Meadows) to a low of one citation/written warning issued every 57.9 minutes (Centralia). Five of these projects (Palos Heights, Lake in the Hills, Oswego, West Chicago, and Rolling Meadows) improved their contact rate during the first final years of funding.

Although Winnetka did not meet the motorist contact rate objective in the first year of funding by averaging one citation/written warning every 90.5 minutes of patrol, this project made improvements and met the objective in the final year of funding by issuing one citation/written warning every 50.8 minutes of patrol.

Of the three projects which did not meet the motorist contact rate objective, Pike County and Lemont did make improvements during the final year of funding. Pike County averaged a contact rate of one citation/written warning issued every 97.4 minutes of patrol in the first year of funding, but improved this by issuing one citation/written warning every 69.5 minutes of patrol in the final year. Both Lemont and Bradley Police Departments failed to meet this objective during the first and last years of funding.

Occupant Protection Violation Percentage

Overall occupant restraint violations were issued to 45.9 percent of all citation/written warnings issued in the first year of funding. About 1.6 percentage point decrease occurred in the final year of funding to 44.2 percent. All of the projects met this objective at least during one year of funding, except Lemont Police Department.

Of the projects which met this objective during the first year of funding, the percent occupant restraint violation ranged from 36.6 (Oswego) to 89.8 (Palos Heights). In the final year of funding of those projects which met the objective, the occupant restraint violations percentage ranged from a low of 33.9 percent

(Villa Park) to a high of 89.4 percent (Palos Heights). Three of the eight projects increased the percentage of citations/written warnings issued for occupant restraint violations from the first year of funding, while the other five projects failed to maintain the percentage of violations issued for occupant restraint violations.

Two of the projects (West Chicago and Rolling Meadows) failed to meet this objective in the first year of funding, but met the objective in the final year of funding. On the other hand, Bradley had a high occupant restraint violation percentage in the first year of funding (50.7 percent), but failed to maintain and meet this percentage in the final year of funding by issuing only 23.5 percent for occupant restraint violations. Only one project, Lemont, did not meet the occupant restraint violation percentage at all by issuing 20.5 percent for occupant restraint violations in the first year of funding and slightly increasing this to 23.6 percent in the final year of funding.

Speeding Violations Percentage

Speeding violations accounted for 21.9 percent of all citations/written warnings in the first year of funding, but slightly decrease to 20.4 percent in the final year of funding resulting in a percentage point decrease of 1.5. All of the projects kept their speeding citations under 50 percent of the total citations/written warnings issued, except Lemont. Although Lemont accomplished this objective in the first year of funding by issuing 42.2 percent for speeding violations, it failed to meet this objective in the final year of funding by issuing more than 57.0 percent for speeding violations.

25,001 TO 50,000 POPULATION CATEGORY

There were seven projects in this category; three of these projects started in 2001 and conducted two years of data; three started in 2002 and conducted two years of data; while only one project started in 2001 and had three years of data. All of the projects, except Stephenson County, conducted a maximum of five campaigns per year.

Average Campaign Patrol Hours

Overall an average of 131.3 patrol hours was conducted per campaign during the first year of funding. The average patrol hours increased slightly to 131.9 hours per campaign during the final year of funding resulting a percentage point increase of 0.5. All of the projects maintained high patrol hours. In the first year of funding, the patrol hours ranged from a low of 125.8 hours per campaign for Addison to a high of 141.2 hours per campaign for Belleville. During the final year of funding, patrol hours slightly increased and ranged from a low of 121.8 hours per campaign for Addison to a high of 146.5 hours per campaign for Belleville.

Motorist Contact Rate

All of the projects issued more than one citation/written warning every 60 minutes of patrol with three (Streamwood, Addison, and Belleville) of the seven projects improving their contact rates during the final year of funding. During the first year of funding, an average of one citation/written warning was issued every 42.5 minutes of patrol, but this slightly increased to one every 45.2 minutes of patrol in the final year of funding (for a percentage point increase of 6.2). The contact rate in the first year of funding ranged from a low of one citation/written warning contact being made every 60.2 minutes of patrol (Streamwood) to a high of one contact being made every 20.5 minutes of patrol (Belleville). During the final year of funding, the motorist contact rate ranged from a high of one being made every 55.3 minutes of patrol (Northbrook) to a low of one made every 20.0 minutes of patrol (Belleville).

Occupant Protection Violation Percentage

In the first year of funding, occupant restraint violations accounted for 46.0 percent of all citation/written warnings issued. The percentage of occupant restraint violations decreased by 4.2 percentage points in the final year of funding to 41.8 percent. All of the projects issued more than 30 percent of their citations for occupant restraint violations with only three (Niles, Belleville, and Freeport) of the seven projects improving the percentage of violations issued for occupant restraint violations during the final year of funding. These percentages ranged from a low of 30.9 percent in Addison to a high of 60.4 percent in Northbrook. Belleville had the highest increase of more than 14.0 percentage points (from 33.8 percent in the first year of funding to 48.1 percent in the final year of funding). On the other hand, Streamwood's occupant restraint violations decreased by almost 20 percentage points (from 59.4 percent in the first year of funding to 39.5 percent in the final year of funding).

Speeding Violations Percentage

Speeding violations accounted for 28.4 percent of all citations/written warnings in the first year of funding, while 26.2 percent were issued for speeding violations in the final year of funding, a percentage point decrease of 2.2. All of these projects issued less than 50.0 percent of all citations for speeding violations. The percentage of speeding violations ranged from a high of 42.2 percent in Niles to a low of 13.8 percent in Northbrook. Three projects (Niles, Addison, and Belleville) issued a smaller percentage of speeding citations in the final year of funding; two projects (Streamwood and Northbrook) issued a larger percentage of speeding citations in the final year of funding; while two projects (Stephenson County and Freeport) did not change the percentage of speeding citations issued over the years of funding.

50,001 AND ABOVE POPULATION CATEGORY

This category included three projects which started in 2001 with two years of data; two projects which started in 2002 with two years of data; and one project which started in 2001 with three years of data. Macon County was the only project which failed to conduct the maximum number of campaigns during this time by only conducting 8 out of a possible 10 campaigns.

Average Campaign Patrol Hours

The average patrol hours conducted by campaign increased from 128.2 hours in the first year of funding to 135.8 hours in the final year of funding, a percentage point increase of 5.9. All of the projects, except Macon County, conducted and maintained high average patrol hours per campaign. Although Macon County only averaged 49.0 patrol hours per campaign in the first year of funding, it greatly improved in the final year of funding by averaging 115.8 patrol hours per campaign.

Motorist Contact Rate

In the first year of funding, one citation/written warning was issued every 41.7 minutes of patrol. This improved by 4.4 percentage points in the final year of funding to one citation/written warning being issued every 39.9 minutes of patrol.

Macon County was the only project which failed to meet this objective. Macon County met the objective in the first year of funding by averaging one citation/written warning every 51.3 minutes of patrol, but only issued one citation/written warning every 62.4 minutes of patrol in the final year of funding. Madison County was the only other project which failed to improve its motorist contact rate during the final year of funding. In the first year of funding, it issued one citation/written warning every 39.8 minutes of patrol, while in the final year of funding, it only issued one citation/written warning every 43.5 minutes of patrol.

All of the remaining projects made improvements with their motorist contact rates with the greatest improvement occurred in the McLean County. McLean County made a percentage point increase of more than 34.0 percent during the last year of funding (from issuing one citation/written warning every 59.3 minutes of patrol in the first year of funding to issuing one every 38.7 minutes of patrol in the final year of funding).

Occupant Violation Percentage

An average of 35.1 percent of all citations/written warnings was issued for occupant restraint violations in the first year of funding, but this decreased to 29.7 percent in the final year of funding (a percentage point decrease of 5.4).

Only two of the six projects (McLean County and Naperville) were able to achieve and maintain an occupant restraint violations percentage of greater than 30.0 percent throughout the life of each project. On the other hand, there were three projects (DuPage County, Skokie, and Madison County) which met this objective in the first year of funding, but failed to meet it during the final year of funding. Only Macon County did not meet this objective at all by averaging 27.4 percent for occupant restraint violations in the first year of funding and only averaging 22.4 percent for these violations in the final year of funding. Naperville was the only project in this category to issue a higher percentage of citations in the final year of funding (44.3 percent) than in the first year of funding (43.1 percent).

Speeding Violations Percentage

Speeding violations accounted for 29.2 percent of all citation/written warnings in the first year of funding. There was a slight percentage point decrease of 1.0 percent in the final year of funding to 28.2 percent. All of the projects issued less than 50.0 percent of their citations/written warnings for speeding violations with a high of 38.8 percent issued in DuPage County to a low of 8.3 percent issued in Naperville. Only Naperville and Madison County issued a higher percentage of violations for speed in the final year of funding than in the first year.

TABLE 7: IMAGE PROJECT TREND ANALYSIS 2001 TO 2003

TOWN/CITY BY POPULATION CATEGORY	Years of Project Data	Project Year	Total # Campaigns Conducted	Average Campaign Hours			Motorist Contact Rate			Occupant Violation Percentage			Speed Violation Percentage		
				(5)			(6)			(7)			(8)		
				1st Year	Last Year	% Change	1st Year	Last Year	% Change	1st Year	Last Year	% Point Change	1st Year	Last Year	% Point Change
2,500 AND UNDER															
East Hazel Crest	3	2001	15	68.5	70.0	2.2%	39.7	50.6	27.5%	33.8%	43.4%	9.6%	11.0%	8.0%	-3.0%
Richmond	3	2001	15	72.5	67.4	-7.0%	92.6	54.8	-40.8%	20.9%	34.7%	13.8%	36.2%	36.6%	0.4%
AVERAGES				70.5	68.7	-2.6%	66.2	52.7	-20.3%	27.4%	39.1%	11.7%	23.6%	22.3%	-1.3%
2,501 TO 10,000															
Bartonville	2	2001	10	85.4	97.2	13.8%	40.2	58.8	46.3%	17.6%	27.8%	10.2%	67.4%	55.4%	-12.0%
Lawrenceville	2	2001	10	92.8	95.0	2.4%	73.5	77.4	5.3%	49.6%	26.9%	-22.7%	14.2%	10.1%	-4.1%
Olympia Fields	2	2001	10	94.4	91.6	-3.0%	40.9	43.0	5.1%	36.4%	41.5%	5.1%	11.7%	10.5%	-1.2%
Putnam County	2	2001	10	91.4	89.6	-2.0%	114.3	81.0	-29.1%	56.3%	35.2%	-21.1%	30.0%	38.3%	8.3%
Sullivan	2	2001	10	94.9	95.0	0.1%	48.5	41.1	-15.3%	69.3%	70.0%	0.7%	12.6%	15.9%	3.3%
Murphysboro	2	2002	10	89.8	87.3	-2.8%	46.2	44.8	-3.0%	35.7%	30.8%	-4.9%	29.7%	29.5%	-0.2%
Rock Falls	2	2002	8	91.4	89.8	-1.8%	43.3	44.3	2.3%	32.9%	20.7%	-12.2%	25.2%	26.3%	1.1%
Harvard	3	2001	15	84.9	72.4	-14.7%	77.1	49.5	-35.8%	20.3%	51.7%	31.4%	20.0%	11.4%	-8.6%
Johnsburg	3	2001	15	86.3	95.5	10.7%	97.6	79.1	-19.0%	41.9%	49.7%	7.8%	22.6%	15.7%	-6.9%
AVERAGES				90.1	90.4	0.3%	64.6	57.7	-10.8%	40.0%	39.4%	-0.6%	25.9%	23.7%	-2.3%
10,001 TO 25,000															
Bradley	2	2001	10	114.2	109.0	-4.6%	62.3	71.2	14.3%	50.7%	23.5%	-27.2%	12.7%	13.7%	1.0%
Palos Heights	2	2001	10	104.9	104.5	-0.4%	30.6	30.2	-1.3%	89.8%	89.4%	-0.4%	5.1%	4.2%	-0.9%
Pike County	2	2001	10	103.9	102.7	-1.2%	97.4	69.5	-28.6%	46.9%	34.3%	-12.6%	34.1%	37.9%	3.8%
Villa Park	2	2001	10	108.5	113.6	4.7%	32.8	33.2	1.2%	42.2%	33.9%	-8.3%	26.7%	27.2%	0.5%
Centralia	2	2002	10	102.4	97.2	-5.1%	51.1	57.9	13.3%	40.1%	45.4%	5.3%	15.3%	14.7%	-0.6%
East Peoria	2	2002	10	101.6	102.6	1.0%	40.3	40.4	0.2%	60.6%	62.7%	2.1%	15.7%	10.9%	-4.8%
Lake in the Hills	2	2002	10	100.9	99.9	-1.0%	44.8	43.0	-4.0%	67.4%	71.4%	4.0%	13.0%	14.9%	1.9%
Oswego	2	2002	10	106.2	103.3	-2.7%	42.3	41.6	-1.7%	36.6%	35.2%	-1.4%	34.0%	23.5%	-10.5%
West Chicago	2	2002	10	62.9	96.4	53.3%	29.7	28.4	-4.4%	26.3%	35.4%	9.1%	19.5%	15.2%	-4.3%
Lemont	3	2001	15	112.1	115.9	3.4%	65.7	62.2	-5.3%	20.5%	23.6%	3.1%	42.2%	57.6%	15.4%
Rolling Meadows	3	2001	14	130.1	101.4	-22.1%	28.5	27.0	-5.3%	28.8%	39.6%	10.8%	23.3%	8.2%	-15.1%
Winnetka	3	2001	15	99.5	93.7	-5.8%	90.5	50.8	-43.9%	40.3%	36.5%	-3.8%	20.6%	16.6%	-4.0%
AVERAGES				103.9	103.4	-0.6%	51.3	46.3	-9.8%	45.9%	44.2%	-1.6%	21.9%	20.4%	-1.5%
25,001 TO 50,000															
Niles	2	2001	10	132.7	132.8	0.1%	41.3	42.1	1.9%	34.8%	35.1%	0.3%	42.2%	38.9%	-3.3%
Stephenson County	2	2001	8	131.7	133.7	1.5%	45.5	49.7	9.2%	44.6%	42.6%	-2.0%	34.5%	34.5%	0.0%
Streamwood	2	2001	10	126.4	119.6	-5.4%	60.2	54.8	-9.0%	59.4%	39.5%	-19.9%	25.1%	27.9%	2.8%
Addison	2	2002	10	125.8	121.8	-3.2%	44.8	42.8	-4.5%	33.1%	30.9%	-2.2%	24.0%	16.9%	-7.1%
Belleville	2	2002	10	141.2	146.5	3.8%	20.5	20.0	-2.4%	33.8%	48.1%	14.3%	29.2%	18.9%	-10.3%
Freeport	2	2002	10	132.6	133.5	0.7%	45.9	51.5	12.2%	56.2%	58.7%	2.5%	29.9%	29.9%	0.0%
Northbrook	3	2001	15	128.5	135.2	5.2%	39.5	55.3	40.0%	60.4%	37.8%	-22.6%	13.8%	16.6%	2.8%
AVERAGES				131.3	131.9	0.5%	42.5	45.2	6.2%	46.0%	41.8%	-4.2%	28.4%	26.2%	-2.2%
50,001 AND ABOVE															
DuPage County	2	2001	10	145.9	140.7	-3.6%	46.3	43.3	-6.5%	35.2%	28.0%	-7.2%	37.0%	38.8%	1.8%
McLean County	2	2001	10	145.7	141.1	-3.2%	59.3	38.7	-34.7%	36.4%	32.7%	-3.7%	35.7%	34.0%	-1.7%
Naperville	2	2001	10	139.6	139.8	0.1%	32.6	31.7	-2.8%	43.1%	44.3%	1.2%	8.3%	10.3%	2.0%
Macon County	2	2002	8	49.0	115.8	136.3%	51.3	62.4	21.6%	27.3%	22.4%	-4.9%	30.2%	27.5%	-2.7%
Skokie	2	2002	10	141.8	145.0	2.3%	21.0	19.6	-6.7%	30.4%	28.6%	-1.8%	34.9%	24.5%	-10.4%
Madison County	3	2001	15	147.3	132.1	-10.3%	39.8	43.5	9.3%	38.2%	22.3%	-15.9%	28.8%	33.8%	5.0%
AVERAGES				128.2	135.8	5.9%	41.7	39.9	-4.4%	35.1%	29.7%	-5.4%	29.2%	28.2%	-1.0%

Appendix A

Integrated Mini-Grant Enforcement FY 2003 Campaign Dates		
#1		
	Nov. 3– 9, 2002	Safety Belt Pre-Survey
	Nov. 10– 16, 2002	PI&E
	Nov. 17 – Nov 30, 2002	Enforcement
	Dec. 1 – Dec 7, 2002	Press Release
	Jan 10, 2003	Report Due
#2		
	Feb. 2 – Feb. 8, 2003	PI&E
	Feb. 9 - 22, 2003	Enforcement
	Feb. 23 – March 1, 2003	Press Release
	April 10, 2003	Report Due
#3		
	May 11 – 17, 2003	PI&E
	May 18 – May 31, 2003	Enforcement
	June 1– June 7, 2003	Press Release
	July 10, 2003	Report Due
#4		
	June 15 - 21, 2003	PI&E
	June 22 - July 5, 2003	Enforcement
	July 6- 12, 2003	PI&E
	Aug. 10, 2003	Report Due
#5		
	Aug. 17 - 23, 2003	PI&E
	Aug. 24 - Sept. 6, 2003	Enforcement
	Sept. 7- 13, 2003	Safety Belt Post-Survey
	Sept. 14 - 20, 2003	Press Release
	Nov. 1, 2003	Report Due

Appendix B

